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CENTRAL INTELLIGENCE AGENCY 25X REPORT

## INFORMATION REPORT

CD NO.

25X1

COUNTRY USSR (Tula Oblast)

DATE DISTR. 15 Mar. 1950

SUBJECT Flying Activity Observed over Tula

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THIS IS UNEVALUATED INFORMATION

- 25X1 1. The airfield north of TULA (37°37' E/54°12' N), Moscow Oblast, west of the road to MOSCOW had a large landing field. There was a large solid hangar on the border of the field and a one-story building on the road.
2. A captive balloon moored at an altitude of 1,650 to 2,000 feet in the vicinity of the airfield had been observed since the spring of 1948. Parachute jumps were performed from this balloon.
3. a. Parachute jumps from twin-engine aircraft, extending over two to three hours, were seen after June 1948.
- b. Description of aircraft: In-line engine, tapering leading edge, trailing edge straight, single rudder assembly, nose of fuselage not glazed, paint: gray-green, Soviet star on wings and tail assembly
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- 25X1 4. a. Three glider trains were five times observed over the field at an altitude of from 1,650 to 2,000 feet in June and July 1949. The gliders dropped over the field, landing at a rather great rate of speed.
- b. The twin-engine towing aircraft had radial engines; swept-back tapering wings; high tail assembly fairing gradually into fuselage; nose wheel, section forward of wings slightly longer than that aft of wings; unglazed nose, painted silvery. Soviet star on wings and rudder assembly,
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- about the same as the Hc-111; speed while towing the glider about 200 mph.

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c. The glider was a high-wing monoplane; leading edge straight, trailing edge with taper; large wing span, section of fuselage forward of wings slightly shorter than that aft of wings. The glider was about the same size as the towing plane. The tow line was about 165 feet long.

5. Forty twin-engine aircraft were parked on the border of the field in early August 1949.

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Comment:

a. Report essentially confirmed numerous previous reports on the airfield of TULA-North, from which it is assumed that a parachute unit, an air transport unit (probably one regiment), and a parachute school are located there.

b. The twin-engine aircraft described in para 3 is an IL-2. The statement that this craft was fitted with in-line engines need not necessarily be wrong, as there are indications that old stocks of M-30 Diesel engines were installed in an IL-2 series.

c. The gliders described in para 4 were mentioned in previous reports. However, the information that the IL-12 was used as a towing aircraft is new. From the mentioned data it is inferred that the observed glider was larger than the G-11.

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